

Subject: Re: LAX ITF article
From: Donald Duckworth <duckworth.donald@gmail.com>
Date: 10/14/2013 10:27 AM
To: "TRIFILETTI, LISA" <LTRIFILETTI@lawa.org>

Yes. Now?

On Mon, Oct 14, 2013 at 6:55 AM, TRIFILETTI, LISA <LTRIFILETTI@lawa.org> wrote:

Don - let's do a call tomorrow. Are you around in the am?

Sent from my iPhone

On Oct 13, 2013, at 9:08 PM, "Donald Duckworth" <duckworth.donald@gmail.com> wrote:

We don't need to blame anyone. We probably all share some of it. But at this point we have a better plan and we need to get to it while discarding the older, less desirable plan. Ken, I don't believe you think that governmental mistakes have to be accepted because, well they are already in the process of being made. No physical construction has started. Now is the time for MTA Board course correction. Bonin & Garcetti will, I think support that. We need to give them local community support for action. You are right GML & LAWA will have to make up the cost difference.

On Oct 13, 2013 7:33 PM, "Kenneth Alpern" <sealnbear@aol.com> wrote:

Metro can't promise anything but the Century/Aviation station they've worked on for about 3-5 years. The ITF is a very late idea that was nowhere on their radar until very recently. Legally, they can't just choose something radically different, particularly for something that expensive unless LAWA comes up with the money. I frankly blame LAWA on this and not Metro.

Ken

Sent from my iPhone

On Oct 13, 2013, at 5:28 PM, Donald Duckworth <duckworth.donald@gmail.com> wrote:

I agree with your analysis Ken. MTA is telling everybody what they

want to hear and all that has little chance of happening because it can't be funded. So it's "policy by chance or abdication" it seems. Why isn't the right answer to stop spending money on a duplicative station at Aviation & Century that we don't want and instead collaboratively funding of a LAX Connect Station that we do want? These mistakes are too expensive.

On Oct 11, 2013 1:22 PM, <sealnbear@aol.com> wrote:

Which is all good and great--wonderful seeing you all, and an honor to sit between you and Roderick Diaz from Metro (who promised me there WOULD be a future north-south Westside rail route, with a big "X" that had one line being Crenshaw to South Bay, and one line being Norwalk to Westside, with the center of the "X" being either underground west of Sepulveda, at the ITF east of Sepulveda at 96th/Jenny/Airport, or at Century/Aviation).

It's great to hear that the People Mover will be a rail, and not a bus, and that Gina Marie Lindsay promised to pay for an underground Metro station at the ITF but wouldn't pay for a blank check (which is quite reasonable). That said, if LAWA wants that People mover under its control, which isn't a bad idea, then it had better come up with a bigger check that is entirely tied into the creation of that project.

This is a \$600 million or so additional expense to move the Crenshaw/Green Line from Century/Aviation westward to near the airport, on top of what the People Mover would be. Metro can't be expected to just come up with \$500 million more after having their Crenshaw/LAX line already up to about \$2 billion without additional funding from outside the county, so I'm not too quick to back Metro into a corner.

This People Mover/Metro Rail/LAX link will cost us about \$1-\$1.5 billion or so when it's all said and done--much more if it goes underground at LAX like has been suggested as an option by Metro.

But yesterday's meeting was truly a wonderful, wonderful step forward.

Ken

-----Original Message-----

From: Donald Duckworth <duckworth.donald@gmail.com>

To: sealnbear <sealnbear@aol.com>

Cc: Jessica Duboff <jessica.duboff@lacity.org>; Marc Saltzberg <mas_marina@yahoo.com>; Denny Schneider <denny@welivefree.com>; Craig Eggers <roadrider90293@gmail.com>; Val Velasco <vvelasco@aol.com>; Laurie Hughes <lhughes@gatewaytola.org>; Christina Davis <christina@laxcoastal.com>; Cyndi Hensch <kentwoodnw@aol.com>; veniceforchange <veniceforchange@gmail.com>; smcommmins <smcommmins@msn.com>; Nancy Freedman <gjf165@gmail.com>

Sent: Fri, Oct 11, 2013 10:00 am

Subject: Re: LAX ITF article

Thanks Jessica! The Westchester Town Center BID Board of Directors has unanimously

supported this kind of a solution and we have communicated with Councilman Bonin and Supervisor Knabe to that effect. The Board's letter to them is attached.

I believe that the Neighborhood Council has taken a similar position and can distribute their letter as well.

On Thu, Oct 10, 2013 at 9:43 AM, <sealnbear@aol.com> wrote:

Thanks, Jessica. We need to get the community, both business and residential and others, LAWA, Metro and the political establishment to come up with a consensus. We will all have to learn and practice give-and-take. And with political will, consensus, and hopefully (and most importantly) fiscal capital, we can hopefully expedite what might be the greatest hurdle in all this: the FAA.

Keep up the great work, Jessica!

Ken

-----Original Message-----

From: Jessica Duboff <jessica.duboff@lacity.org>

To: Marc Saltzburg <mas_marina@yahoo.com>; sealnbear <sealnbear@aol.com>;

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Sent: Thu, Oct 10, 2013 9:39 am

Subject: LAX ITF article

Hi all-

Councilman Bonin chaired a joint meeting of the City Council's Transportation and Trade, Commerce & Tourism Committees where LAWA shared a presentation on the ITF alternative for the Crenshaw/LAX line. Wanted to share the coverage with you.

Thanks again for all the work you've done to promote this effort, feel free to pass this along!

<http://www.dailybreeze.com/general-news/20131009/lax-officials-outline-possible-on-airport-transportation-center>

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Jessica Duboff

LAX Community Liaison & Senior Advisor

Councilmember Mike Bonin

City of Los Angeles

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